



Northgate Framework Resolution
Advice #5

Date: February 28, 2004

To: Mayor Greg Nickels and Members of the Seattle City Council

From: Ron LaFayette, Chair, and Michelle Rupp, Vice-Chair, on Behalf of the Northgate Stakeholders Group

Subject: STAKEHOLDERS ADVICE #5 Concerning the Northgate Coordinated Transportation Investment Plan (CTIP) Planning, Financing and Technical Assumptions

The resolution establishing the Northgate Stakeholders Group assigned the Stakeholders the task of reviewing and commenting upon the proposed Coordinated Transportation Improvement Plan (CTIP), the process through which the City will determine future transportation investments in the Northgate area. This Advice expands upon Stakeholder comments on the CTIP planning process contained in Advice #3 completed by the Stakeholders on June 24, 2005.

The CTIP process is now underway. The Stakeholders Group and its CTIP Subcommittee provide a principal means for the Seattle Department of Transportation (SDOT) to gain review of its work in progress. *At this stage, SDOT has sought detailed review of the Planning, Financing and Technical Assumptions to be utilized during the planning process.* At later stages, Stakeholders will provide further review of the CTIP's potential improvements, project priorities, and implementation strategies.

SDOT planners and consultants have responded positively to all Stakeholder recommendations on Planning, Financing and Technical Assumptions, as reflected in SDOT's final draft of February 24. Therefore the Stakeholder Group endorses the full utilization of these assumptions in all further stages of the CTIP process.

The Review Process:

The Stakeholders Group reviewed SDOT's development of CTIP Planning, Financing and Technical Assumptions through the following process:

1) SDOT Project Manager Tony Mazzella and consultants from Mirai Associates met with the Stakeholders CTIP Subcommittee on November 16, December 16, and January 11 to conduct detailed review of the draft Planning, Financing and Technical Assumptions document. At each stage, SDOT staff and consultants responded to specific concerns of Subcommittee members and incorporated their suggestions into improved versions of the draft document. At the January 11 Subcommittee meeting, this process was completed and all pending issues were resolved.

2) The Stakeholders Group discussed several CTIP issues and reviewed the progress of the Subcommittee at the November 18, 2004 meeting. At the February 1, 2005 meeting, the Group received a report on the Subcommittee's work and raised further questions regarding the assumptions the report contained. Those questions were responded to in a revised document that was provided to the Stakeholders on February 24.

Transportation Issues for Consideration:

In their review of Planning, Financing and Technical Assumptions, Stakeholders remained mindful of the following transportation issues emphasized at Stakeholders Group meetings. We see part of our role as monitoring the ways in which the CTIP process deals with these issues:

- A look on all actions that impact transportation and not just major capital improvements.
- Further information on multiple aspects of system performance, including assumptions behind reviews of traffic patterns and volumes, when and where traffic counts are conducted, and criteria for determining appropriate modal shares.
- Inclusion of safety concerns.
- Emphasis on all possible transportation modes.
- Assurances that traffic will not be pushed into neighborhoods and review of how Northgate Way congestion and responses to it will impact neighborhoods.
- Improved flow of arterials.
- Significant improvements in the pedestrian system, including incorporation of the Planning Commission work on pedestrian connections.
- Understanding of the implications of Park and Ride capacity.
- Overall increased improvements to keep pace with projected growth.
- Clear definition of the targeted area for planning.
- Response to parking issues related to development of the Lorig property.
- Integration between the CTIP scope of work and NACP; clarity regarding the related goals for the Northgate area (transit center, urban center, shopping center, living center) and their implications for transportation planning.
- Analysis of parking inventory, the role of the Northgate Employers Network in encouraging use of transit, and the remaining development potential in zoned capacity.

Special Issue Emphasis During this CTIP Phase:

Within the context of the above concerns, the Subcommittee discussed with SDOT literally scores of specific issues, including the appropriateness of selected benchmarks and the location of problem traffic areas and dangerous areas for pedestrians. Responses to these concerns have already been incorporated by SDOT into the Planning, Financing, and Technical Assumptions that will now guide the further stages of the CTIP process. Among the issues that have received the greatest attention and must continue to be monitored are:

1. **Future Financing** - The assumptions regarding the availability of financing for transportation improvements should be financially constrained, i.e., limited to amounts that can reasonably expected to be secured.

2. **Impact of Traffic on Residential Areas** - The approach takes into account the interaction of a range of street conditions that might affect livability. These conditions include traffic volume and speed, collision history, pedestrian facilities, school walk routes, pedestrian and bicycle connectivity and unique street features such as street width, sharp curves and parking. Using a weighted scoring system, non-arterial streets will be ranked to help indicate where improvements are warranted. More defined benchmarks may be established later.
3. **East-West Traffic** - The planning process must make possible the evaluation of traffic problems on multiple east-west routes, rather than being focused entirely on north-south issues that understandably receive the greatest attention. Also, although Lake City Way itself is not within the study area, traffic cutting through neighborhoods from Lake City Way will be evaluated.
4. **Monorail and Sound Transit**- The CTIP planning process will neither assume nor preclude the establishment of Monorail or Sound Transit service during the study period. Instead, it will provide the City the baseline information to evaluate impacts and negotiate traffic management investments with either Monorail or Sound Transit whenever these projects materialize.

Cc: Julie Matlick and Tony Mazzella, Seattle Department of Transportation